

CA High-Speed Rail Authority
FY 2013-14
Capital Outlay and Expenditure Report
February 2014

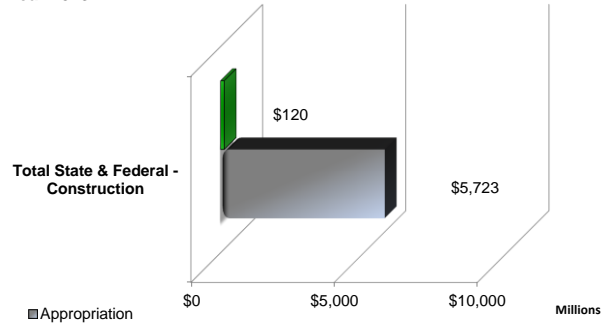
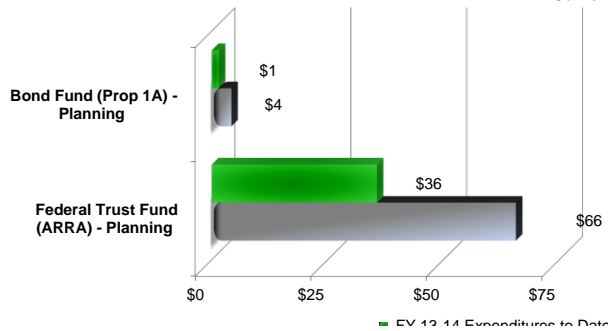


Budget Summary

Data as of December 31, 2012

| <u>Current Year 2013-14</u> | | Appropriation ¹ (A) | FY 13-14 Budget ² (B) | FY 13-14 Monthly Expenditures ^{3,4} (C) | FY 13-14 Expenditures to Date (D) | % Expended E = (D / B) | FY 13-14 Remaining Balance F = (B - D) | FY 2013-14 Forecast G |
|--|--|-----------------------------------|-------------------------------------|---|---|------------------------------|---|-----------------------------|
| Notes | | | | | | | | |
| Bond Fund (Prop 1A) - Planning | | \$296,329,000 | \$4,235,005 | \$309,524 | \$1,494,353 | 35% | \$2,740,651 | \$3,198,763 |
| Federal Trust Fund (ARRA) - Planning | | \$422,000,000 | \$65,637,070 | \$5,596,636 | \$35,628,559 | 54% | \$30,008,511 | \$64,039,855 |
| PLANNING SUBTOTAL | | \$718,329,000 | \$69,872,075 | \$5,906,160 | \$37,122,912 | 53% | \$32,749,163 | \$67,238,619 |
| Bond Fund (Prop 1A) - Construction | | \$2,663,576,231 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Federal Trust Fund (ARRA) - Construction | | \$3,059,176,231 | \$429,750,079 | \$24,607,566 | \$119,862,774 | 28% | \$309,887,305 | \$257,954,675 |
| CONSTRUCTION SUBTOTAL | | \$5,722,752,462 | \$429,750,079 | \$24,607,566 | \$119,862,774 | 28% | \$309,887,305 | \$257,954,675 |
| TOTAL | | \$6,441,081,462 | \$499,622,154 | \$30,513,726 | \$156,985,687 | 31% | \$342,636,468 | \$325,193,293 |

Current Fiscal Year 2013-14

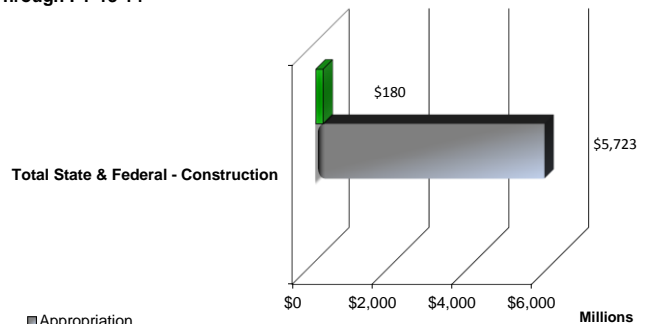
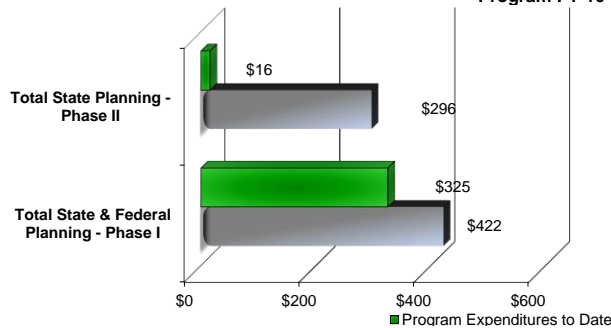


Project Summary

Data as of December 31, 2012

| <u>Program to Date</u> | | Appropriation (A) | Total Program Budget (B) | FY 13-14 Monthly Expenditures (C) | Total Program Expenditures to Date (D) | % Expended E = (D / B) | Remaining Balance F = (B - D) | Forecast G |
|---|--|------------------------|-----------------------------|--|--|------------------------------|-------------------------------------|------------------------|
| Notes | | | | | | | | |
| Bond Fund (Prop 1A) - Phase II - Planning | | \$296,329,000 | \$208,893,666 | \$309,524 | \$15,580,968 | 7% | \$193,312,698 | \$124,227,494 |
| Federal Trust & Bond Funds - Phase I - Planning | | \$422,000,000 | \$571,900,000 | \$5,596,636 | \$324,947,093 | 57% | \$246,952,907 | \$573,846,748 |
| PLANNING SUBTOTAL | | \$718,329,000 | \$780,793,666 | \$5,906,160 | \$340,528,061 | 44% | \$440,265,605 | \$698,074,242 |
| CONSTRUCTION SUBTOTAL | | \$5,722,752,462 | \$5,722,752,462 | \$24,607,566 | \$180,024,348 | 3% | \$5,542,728,114 | \$5,734,826,255 |
| TOTAL | | \$6,441,081,462 | \$6,503,546,128 | \$30,513,726 | \$520,552,409 | 8% | \$5,982,993,719 | \$6,432,900,497 |

Program FY 10-11 Through FY 13-14



¹ Fund appropriations for Capital Outlay are available across multiple State Fiscal Years per SB 1029. Prop.1A bonds were sold in State Fiscal Year (SFY) 2009-10 and were available for use from SFY 2010-11 through SFY 2016-17. ARRA grant funds expire September 2017.

² Updated to reflect Budget Act of 2013, Items 2665-491 and 2665-492

³ Expenditures are sourced from the Funding Contribution Plan (FCP). The FCP is the quarterly report prepared for the Federal Railroad Administration (FRA). The expenditures and forecast illustrate how the provisions of the grant and the required matches will be fulfilled. Illustrates the expenditures and forecast for the Phase I environmental work and the First Construction Section (FCS) only.

⁴ Actuals paid are less than expenditures due to a lag in the State and Federal Payment process.

⁵ Expenditures are less than anticipated due to a slower ROW acquisition process.

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February 2014



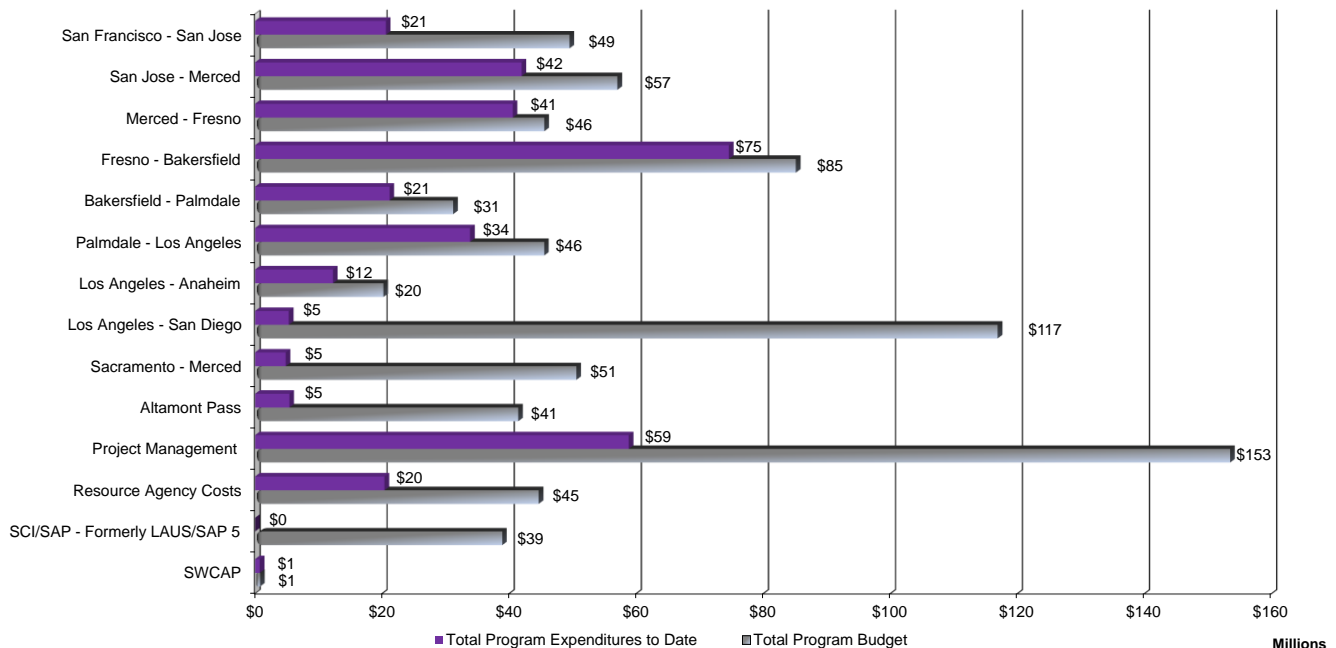
Planning - State and Federal Funds

Data as of December 31, 2012

| Current Year 2013-14 | Notes | Appropriation (A) | FY 2013-14 Budget (B) | FY 13-14 Monthly Expenditures (C) | FY 13-14 Expenditures to Date (D) | % Expended E = (D / B) | FY 13-14 Remaining Balance F = (B - D) | FY 2013-14 Forecast G |
|-----------------------------|-------|-------------------|-----------------------|-----------------------------------|-----------------------------------|------------------------|--|-----------------------|
| San Francisco - San Jose | | | \$54,021 | \$0 | \$54,021 | 100% | \$0 | \$54,021 |
| San Jose - Merced | | | \$6,244,544 | \$391,061 | \$3,979,416 | 64% | \$2,265,128 | \$5,204,604 |
| Merced - Fresno | | | \$5,540,128 | \$442,325 | \$3,064,150 | 55% | \$2,475,978 | \$4,538,902 |
| Fresno - Bakersfield | | | \$19,114,812 | \$1,967,708 | \$11,136,433 | 58% | \$7,978,379 | \$19,524,699 |
| Bakersfield - Palmdale | | | \$4,699,987 | \$179,561 | \$1,242,816 | 26% | \$3,457,171 | \$4,311,374 |
| Palmdale - Los Angeles | | | \$6,774,084 | \$613,884 | \$3,314,592 | 49% | \$3,459,492 | \$5,852,192 |
| Los Angeles - Anaheim | | | \$2,795,359 | \$236,642 | \$1,196,165 | 43% | \$1,599,193 | \$2,583,729 |
| Los Angeles - San Diego | | | \$1,206,433 | \$95,238 | \$364,347 | 30% | \$842,087 | \$1,166,033 |
| Sacramento - Merced | | | \$1,028,571 | \$47,619 | \$480,643 | 47% | \$547,928 | \$991,112 |
| Altamont Pass | | | \$2,000,000 | \$166,667 | \$649,364 | 32% | \$1,350,636 | \$1,041,618 |
| Project Management | | | \$15,248,262 | \$1,285,294 | \$8,428,330 | 55% | \$6,819,932 | \$15,964,828 |
| Resource Agency Costs | | | \$5,165,874 | \$480,160 | \$3,212,636 | 62% | \$1,953,238 | \$6,005,507 |
| SCI/SAP - Formerly LAUS/SAP | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| SWCAP | | | | | | | | |
| TOTALS | | \$718,329,000 | \$69,872,075 | \$5,906,160 | \$37,122,912 | 53% | \$32,749,163 | \$67,238,619 |

| Program Total | Notes | Appropriation (A) | Total Program Budget (B) | FY 13-14 Monthly Expenditures (C) | Total Program Expenditures to Date (D) | % Expended E = (D / B) | Remaining Balance F = (B - D) | Forecast G |
|--|-------|-------------------|--------------------------|-----------------------------------|--|------------------------|-------------------------------|---------------|
| San Francisco - San Jose | | | \$49,498,897 | \$0 | \$20,598,362 | 42% | \$28,900,535 | \$48,625,913 |
| San Jose - Merced | | | \$57,033,198 | \$391,061 | \$41,961,378 | 74% | \$15,071,820 | \$55,070,211 |
| Merced - Fresno | | | \$45,528,149 | \$442,325 | \$40,561,353 | 89% | \$4,966,796 | \$42,036,106 |
| Fresno - Bakersfield | | | \$85,115,150 | \$1,967,708 | \$74,585,248 | 88% | \$10,529,903 | \$86,851,642 |
| Bakersfield - Palmdale | | | \$31,196,823 | \$179,561 | \$21,173,017 | 68% | \$10,023,805 | \$30,657,962 |
| Palmdale - Los Angeles | | | \$45,510,811 | \$613,884 | \$33,844,940 | 74% | \$11,665,871 | \$43,853,723 |
| Los Angeles - Anaheim | | | \$20,209,799 | \$236,642 | \$12,271,461 | 61% | \$7,938,338 | \$19,948,489 |
| Los Angeles - San Diego | | | \$116,881,432 | \$95,238 | \$5,330,723 | 5% | \$111,550,709 | \$80,553,375 |
| Sacramento - Merced | | | \$50,578,442 | \$47,619 | \$4,835,228 | 10% | \$45,743,214 | \$6,741,798 |
| Altamont Pass | | | \$41,433,792 | \$166,667 | \$5,415,018 | 13% | \$36,018,775 | \$36,932,321 |
| Project Management | | | \$153,464,293 | \$1,285,294 | \$58,810,785 | 38% | \$94,653,508 | \$110,359,823 |
| Resource Agency Costs | | | \$44,647,358 | \$480,160 | \$20,387,526 | 46% | \$63,159,831 | \$135,647,358 |
| SCI/SAP - Formerly LAUS/SAP ⁵ | | | \$38,900,000 | \$0 | \$0 | 0% | \$38,900,000 | \$91,000,000 |
| SWCAP | | | \$795,522 | \$0 | \$753,022 | 95% | \$42,500 | \$795,522 |
| TOTALS | | \$718,329,000 | \$780,793,666 | \$5,906,160 | \$340,528,061 | 44% | \$479,165,605 | \$789,074,242 |

Program to Date Expenditures / Budget



⁵ Includes \$48,000,000 local funds for Southern California Improvements (SCI), Formerly Los Angeles Union Station, and \$4,100,000 for Station Area Planning (SAP).

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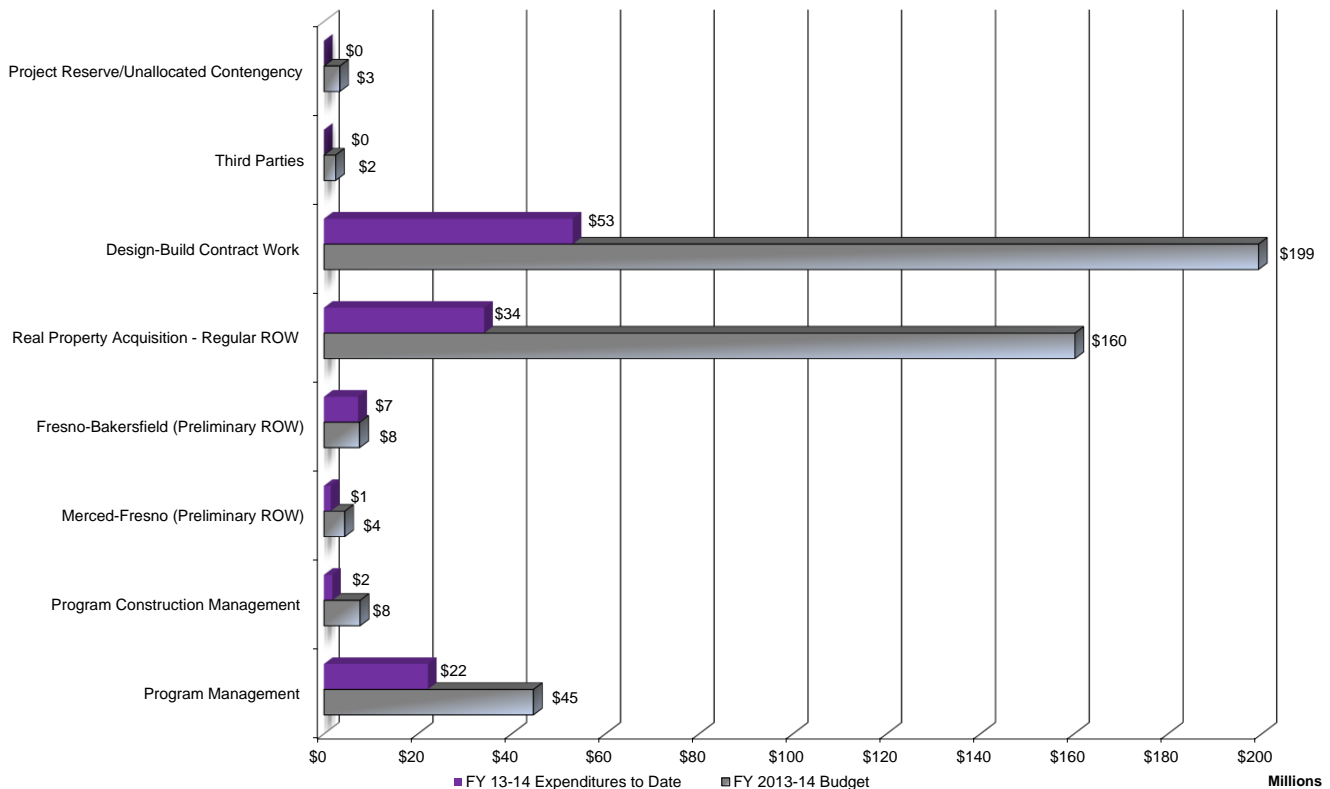
Construction - State and Federal Funds

Data as of December 31, 2012

| Fiscal Year 2013-2014 | Notes | Appropriation (A) | FY 2013-14 Budget (B) | FY 13-14 Monthly Expenditures (D) | FY 13-14 Expenditures to Date (D) | % Expended E = (D / B) | FY 13-14 Remaining Balance F = (B - D) | FY 2013-14 Forecast G |
|---|-------|-------------------|-----------------------|-----------------------------------|-----------------------------------|------------------------|--|-----------------------|
| Program Management | | | \$44,683,740 | \$4,193,633 | \$22,167,059 | 50% | \$22,516,682 | \$26,868,113 |
| Program Construction Management | | | \$7,698,294 | \$430,058 | \$1,754,977 | 23% | \$5,943,317 | \$3,961,220 |
| Merced-Fresno (Preliminary ROW) | | | \$4,406,000 | \$317,589 | \$1,408,525 | 32% | \$2,997,475 | \$0 |
| Fresno-Bakersfield (Preliminary ROW) ⁶ | | | \$7,603,487 | \$1,902,559 | \$7,307,790 | 96% | \$295,697 | \$6,600,578 |
| Real Property Acquisition - Regular ROW | | | \$160,197,036 | \$10,948,736 | \$34,164,320 | 21% | \$126,032,716 | \$116,121,489 |
| Design-Build Contract Work | | | \$199,323,169 | \$6,814,991 | \$53,060,104 | 27% | \$146,263,066 | \$101,903,274 |
| Third Party Contract Work | | | \$2,474,815 | \$0 | \$0 | 0% | \$2,474,815 | \$2,500,000 |
| Project Reserve/Unallocated Contingency | | | \$3,363,538 | \$0 | \$0 | 0% | \$3,363,538 | \$0 |
| TOTALS | | \$5,722,752,462 | \$429,750,079 | \$24,607,566 | \$119,862,774 | 28% | \$309,887,305 | \$257,954,675 |

| Program Total | Notes | Appropriation (A) | Total Program Budget (B) | FY 13-14 Monthly Expenditures (C) | Total Program Expenditures to Date (D) | % Expended E = (D / B) | Remaining Balance F = (B - D) | Forecast G |
|--|-------|-------------------|--------------------------|-----------------------------------|--|------------------------|-------------------------------|---------------|
| Program Management | | | \$262,883,970 | \$4,193,633 | \$53,243,018 | 20% | \$209,640,952 | \$264,667,405 |
| Program Construction Management ⁵ | | | \$159,207,282 | \$430,058 | \$1,810,725 | 1% | \$157,396,557 | \$159,207,282 |
| Merced-Fresno (Preliminary ROW) | | | \$7,951,927 | \$317,589 | \$10,145,775 | 128% | -\$2,193,848 | \$10,145,775 |
| Fresno-Bakersfield (Preliminary ROW) ⁶ | | | \$25,090,562 | \$1,902,559 | \$15,999,706 | 64% | \$9,090,856 | \$33,187,073 |
| Real Property Acquisition - Regular ROW ⁵ | | | \$753,299,006 | \$10,948,736 | \$45,765,020 | 6% | \$707,533,987 | \$753,299,006 |
| Design-Build Contract Work ⁵ | | | \$4,036,943,619 | \$6,814,991 | \$53,060,104 | 1% | \$3,983,883,515 | #REF! |
| Third Party Contract Work | | | \$110,500,000 | \$0 | \$0 | 0% | \$110,500,000 | #REF! |
| Project Reserve/Unallocated Contingency | | | \$366,876,095 | \$0 | \$0 | 0% | \$366,876,095 | \$366,876,095 |
| TOTALS | | \$5,722,752,462 | \$5,722,752,462 | \$24,607,566 | \$180,024,348 | 3% | \$5,542,728,114 | #REF! |

Current Year 2013-14 Construction



⁵ Includes \$48,000,000 local funds for Southern California Improvements (SCI), Formerly Los Angeles Union Station, and \$4,100,000 for Station Area Planning (SAP).

⁶ Does not include recently approved change request.



California High-Speed Rail Authority 2013-14 Budget & Expenditure Summary Proposition 1A - Planning

February 2014

Bond Fund
2665-301-6043

| FY 2013-14 Planning and Preliminary Engineering | | Appropriation | FY 2013-14 Budget ⁸ | FY 2013-14 Monthly Expenditures (C) | FY 2013-14 YTD Expenditures (D) | % of Expended E | FY 2013-14 Remaining Balance ⁷ F | FY 13-14 Forecast G |
|--|-------|----------------|-----------------------------------|--|--|---------------------------|--|---------------------------|
| Sections | Notes | (A) | (B) | (C) | (D) | | | |
| | | \$ 296,329,000 | | | | | | |
| San Francisco - San Jose | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| San Jose - Merced | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Merced - Fresno | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Fresno - Bakersfield | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Bakersfield - Palmdale | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Palmdale - Los Angeles | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Los Angeles - Anaheim | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Los Angeles - San Diego | | | \$1,206,433 | \$95,238 | \$364,347 | 30% | \$842,087 | \$1,166,033 |
| Sacramento - Merced | | | \$1,028,571 | \$47,619 | \$480,643 | 47% | \$547,928 | \$991,112 |
| Altamont Pass | | | \$2,000,000 | \$166,667 | \$649,364 | 32% | \$1,350,636 | \$1,041,618 |
| Project Management Costs | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Resource Agency Costs | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| SCI/SAP - Formerly LAUS/SAP | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| SWCAP | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| TOTAL | | \$296,329,000 | \$4,235,005 | \$309,524 | \$1,494,353 | 35% | \$2,740,651 | \$3,198,763 |

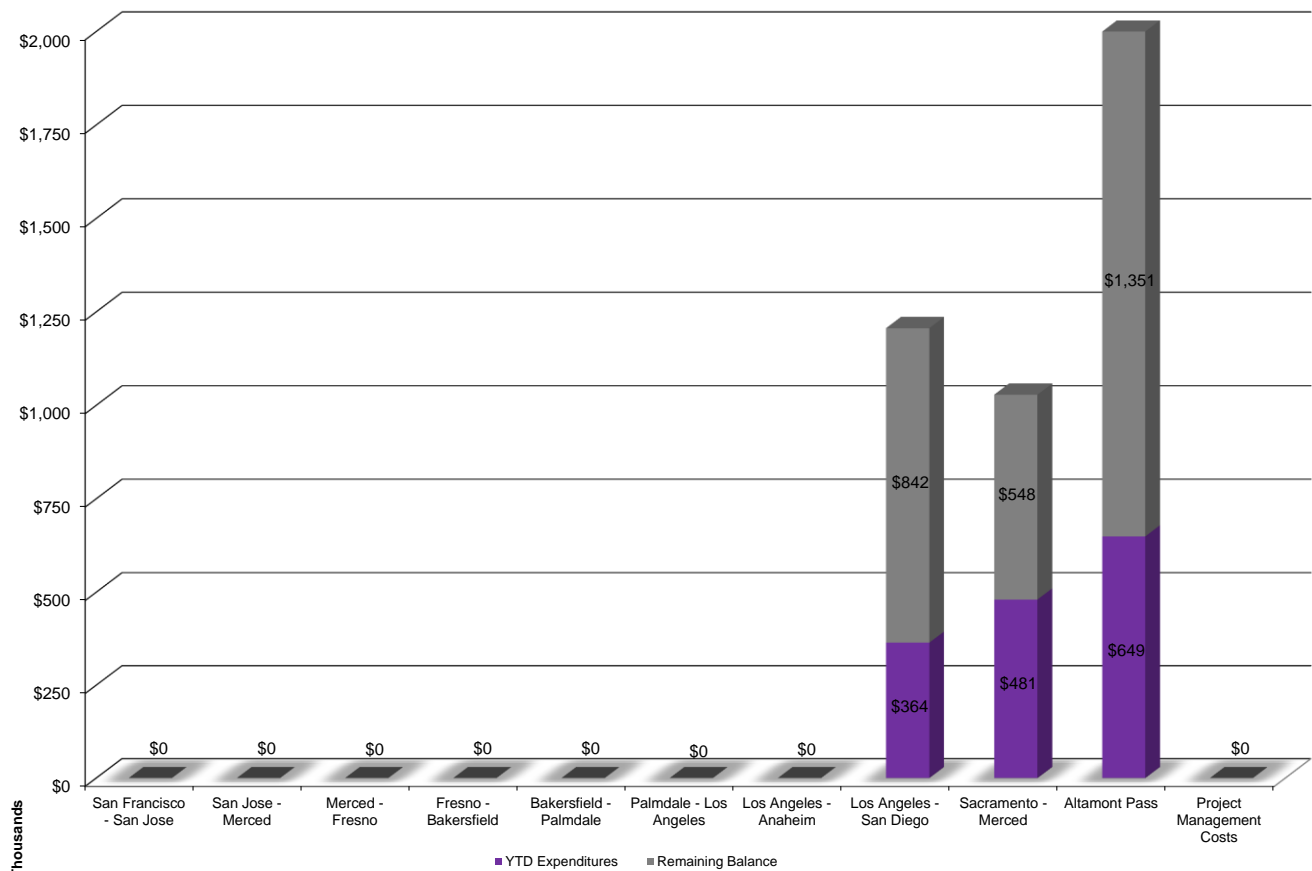
Notes:

Monthly Expenditures thru December 2013

⁷ Remaining Balance is FY Budget less YTD Expenditures

⁸ Budget is submitted AWP.

Proposition 1A - Planning





California High-Speed Rail Authority 2013-14 Budget & Expenditure Summary Federal Trust Fund - Planning

February 2014

Federal Trust Fund
2665-301-0890

| FY 2013-14 Planning and Preliminary Engineering | | Appropriation | FY 2013-14 Budget ⁸ | FY 2013-14 Monthly Expenditures | FY 2013-14 YTD Expenditures | % of Expended | FY 2013-14 Remaining Balance ⁷ | FY 13-14 Forecast |
|--|-------|----------------|-----------------------------------|---------------------------------------|-----------------------------------|------------------|---|----------------------|
| Sections | Notes | (A) | (B) | (C) | (D) | E | F | G |
| | | \$ 422,000,000 | | | | | | |
| San Francisco - San Jose | | | \$54,021 | \$0 | \$54,021 | 100% | \$0 | \$54,021 |
| San Jose - Merced | | | \$6,244,544 | \$391,061 | \$3,979,416 | 64% | \$2,265,128 | \$5,204,604 |
| Merced - Fresno | | | \$5,540,128 | \$442,325 | \$3,064,150 | 55% | \$2,475,978 | \$4,538,902 |
| Fresno - Bakersfield | | | \$19,114,812 | \$1,967,708 | \$11,136,433 | 58% | \$7,978,379 | \$19,524,699 |
| Bakersfield - Palmdale | | | \$4,699,987 | \$179,561 | \$1,242,816 | 26% | \$3,457,171 | \$4,311,374 |
| Palmdale - Los Angeles | | | \$6,774,084 | \$613,884 | \$3,314,592 | 49% | \$3,459,492 | \$5,852,192 |
| Los Angeles - Anaheim | | | \$2,795,359 | \$236,642 | \$1,196,165 | 43% | \$1,599,193 | \$2,583,729 |
| Los Angeles - San Diego | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Sacramento - Merced | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Altamont Pass | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Management Costs | | | \$15,248,262 | \$1,285,294 | \$8,428,330 | 55% | \$6,819,932 | \$15,964,828 |
| Resource Agency Costs | | | \$5,165,874 | \$480,160 | \$3,212,636 | 62% | \$1,953,238 | \$6,005,507 |
| SCI/SAP - Formerly LAUS/SAP | | | | | | | | |
| SWCAP | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| TOTAL | | \$422,000,000 | \$65,637,070 | \$5,596,636 | \$35,628,559 | 54% | \$30,008,511 | \$64,039,855 |

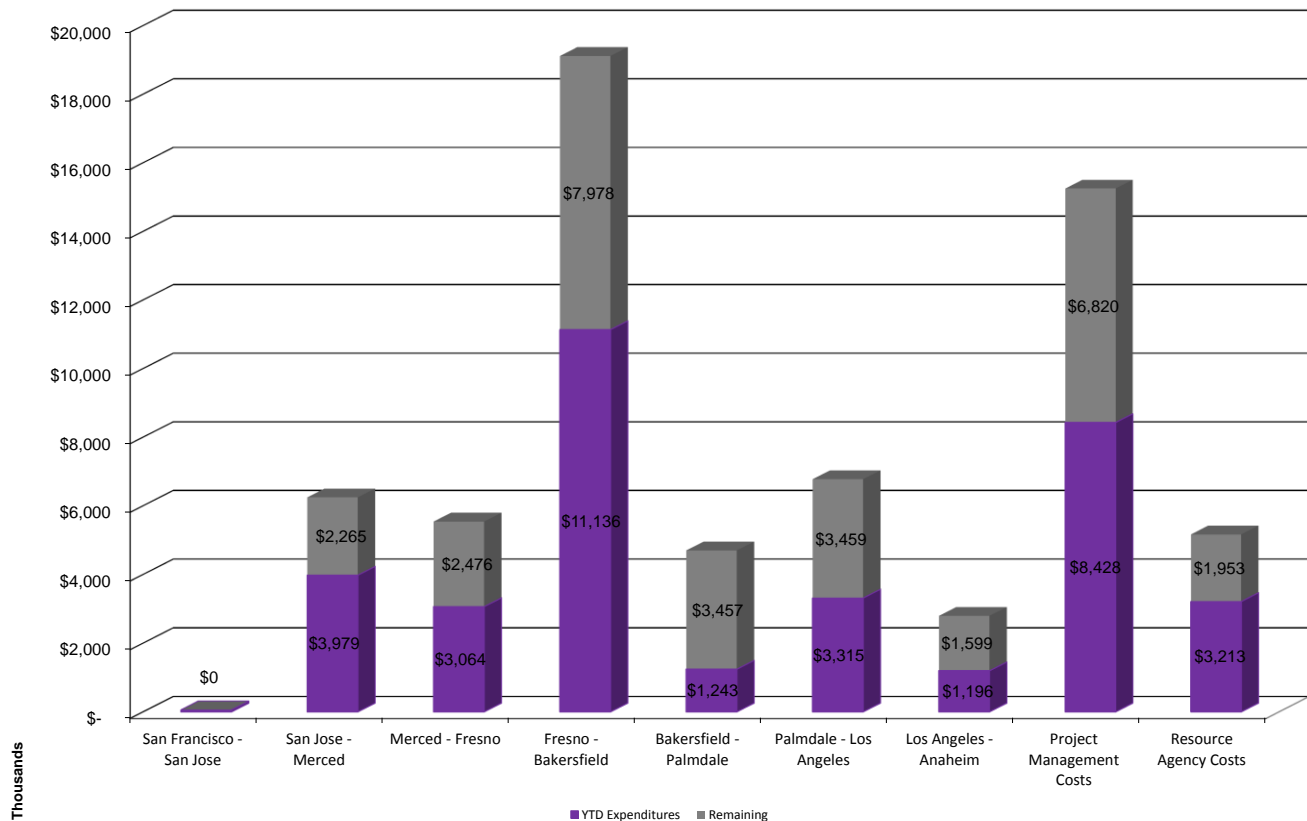
Notes:

Monthly Expenditures thru December 2013

⁷ Remaining Balance is Budget less YTD Expenditures

⁸ Budget is submitted AWP.

Federal Trust Fund - Planning





California High-Speed Rail Authority 2013-14 Budget & Expenditure Summary Proposition 1A - Construction

February 2014

Bond Fund
2665-306-6043

| FY 2013-14 Planning and Preliminary Engineering | | Appropriation | FY 2013-14 Budget | FY 2013-14 Monthly Expenditures | FY 2013-14 YTD Expenditures | % of Expended | FY 2013-14 Remaining Balance ⁷ | FY 13-14 Forecast |
|--|--------------|-----------------|----------------------|---------------------------------------|-----------------------------------|------------------|---|----------------------|
| Sections | Notes | (A) | (B) | (C) | (D) | E | F | G |
| | | ##### | | | | | | |
| Project Management Costs | ⁸ | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Program Construction Management | ⁸ | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Merced-Fresno (Preliminary ROW) | ⁸ | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Fresno-Bakersfield (Preliminary ROW) | ⁸ | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Real Property Acquisition - Regular ROW | ⁸ | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Design-Build Contract Work | ⁸ | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Third Party Contracts | ⁸ | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Reserve/Unallocated Contingency | ⁸ | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| TOTAL | | \$2,663,576,231 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |

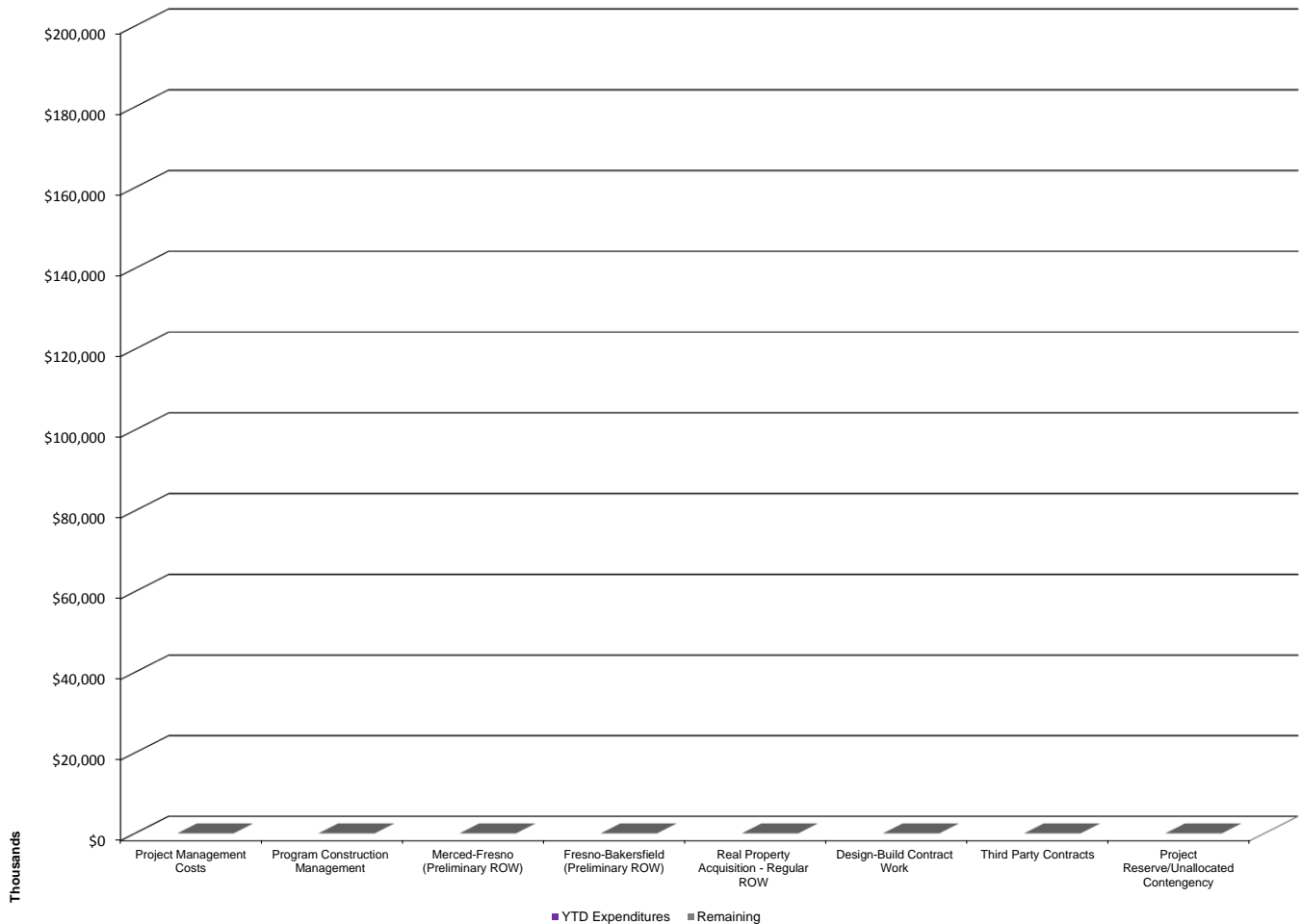
Notes:

Monthly Expenditures thru December 2013 and there are no anticipated State expenditures for FY 13/14.

⁷ Remaining Balance is Budget less YTD Expenditures

⁸ Budget is an estimate based on the preliminary draft Funding Contribution Plan.

Proposition 1A - Construction





California High-Speed Rail Authority 2013-14 Budget & Expenditure Summary Federal Trust Fund - Construction

February 2014

Federal Trust Fund
2665-306-0890

| FY 2013-14 Planning and Preliminary Engineering | | Appropriation | FY 2013-14 Budget | FY 2013-14 Monthly Expenditures | FY 2013-14 YTD Expenditures | % of Expended | FY 2013-14 Remaining Balance ⁷ | FY 13-14 Forecast |
|--|--------------|-----------------|----------------------|---------------------------------------|-----------------------------------|------------------|---|----------------------|
| Sections | Notes | (A) | (B) | (C) | (D) | E | F | G |
| | | \$3,059,176,231 | | | | | | |
| Project Management Costs | ⁸ | | \$44,683,740 | \$4,193,633 | \$22,167,059 | 49.6% | \$22,516,682 | \$26,868,113 |
| Program Construction Management | ⁸ | | \$7,698,294 | \$430,058 | \$1,754,977 | 22.8% | \$5,943,317 | \$3,961,220 |
| Merced-Fresno (Preliminary ROW) | ⁸ | | \$4,406,000 | \$317,589 | \$1,408,525 | 32.0% | \$2,997,475 | \$0 |
| Fresno-Bakersfield (Preliminary ROW) | ⁸ | | \$7,603,487 | \$1,902,559 | \$7,307,790 | 96.1% | \$295,697 | \$6,600,578 |
| Real Property Acquisition - Regular ROW | ⁸ | | \$160,197,036 | \$10,948,736 | \$34,164,320 | 21.3% | \$126,032,716 | \$116,121,489 |
| Design-Build Contract Work | ⁸ | | \$199,323,169 | \$6,814,991 | \$53,060,104 | 26.6% | \$146,263,066 | \$101,903,274 |
| Third Party Contracts | ⁸ | | \$2,474,815 | \$0 | \$0 | 0.0% | \$2,474,815 | \$2,500,000 |
| Project Reserve/Unallocated Contingency | ⁸ | | \$3,363,538 | \$0 | \$0 | 0.0% | \$3,363,538 | \$0 |
| TOTAL | | \$3,059,176,231 | \$429,750,079 | \$24,607,566 | \$119,862,774 | 27.9% | \$309,887,305 | \$257,954,675 |

Notes:

Monthly Expenditures thru December 2013

⁷ Remaining Balance is Budget less YTD Expenditures

⁸ Budget is an estimate based on the preliminary draft Funding Contribution Plan.

Federal Trust Fund - Construction

